

CLAIM AMENDMENTS

1. (Currently amended) A method for forming and igniting an ignitable fuel/air mixture in a combustion chamber of a spark-ignition internal combustion engine with direct injection, ~~in which~~ comprising:

[[~~-~~]] feeding combustion air ~~is fed~~ to [[a]] the combustion chamber via at least one inlet duct,

[[~~-~~]] injecting fuel ~~is injected~~ into the combustion chamber by ~~means way~~ of a fuel injector ~~which is~~ arranged in the combustion chamber such that, in a homogeneous internal combustion engine operating mode, first and second partial fuel amounts are introduced in an intake stroke and a third partial fuel amount is introduced in a compression stroke, and

[[~~-~~]] igniting a fuel/air mixture ~~which is formed is ignited~~ by ~~means way~~ of at least one spark plug arranged in the combustion chamber, ~~wherein the fuel injection takes place in a plurality of part amounts, characterized in that the fuel injection is configured in a homogeneous operating mode of the internal combustion engine in such a way that a first and a second part amount are introduced in the intake stroke, and a third part amount is introduced in the compression stroke, wherein the ignition of the fuel/air mixture which is formed takes place~~ chamber at a distance of ~~between 0°CA and~~ at most 100°CA after injection of the end of injection of the third part partial fuel amount terminates, thereby avoiding application of said fuel to a combustion chamber wall.

2. (Currently amended) The method as claimed in claim 1, ~~characterized in that the~~ further comprising varying an injection period of the third ~~part~~ partial fuel amount ~~is varied~~ as a function of ~~[[the]]~~ load in such a way that ~~[[it]]~~ the third partial fuel amount is approximately 5% to 50% of the entire amount of fuel.

3. (Currently amended) The method as claimed in claim 1, ~~characterized in that~~ wherein the injection of the first ~~part~~ partial fuel amount is started in the intake stroke between 300°CA and 200°CA before the top dead center.

4. (Currently amended) The method as claimed in claim 1, ~~characterized in that~~ wherein a period between the end of injection of the first ~~part~~ partial fuel amount and the start of injection of the second ~~part~~ partial fuel amount is approximately 10°CA to 60°CA.

5. (Currently amended) The method as claimed in claim 1, ~~characterized in that~~ further comprising varying the second ~~part~~ partial fuel amount ~~is varied~~ as a function of ~~[[the]]~~ load, and ~~[[is]]~~ wherein, under certain circumstances, said second partial fuel amount is less than 1% of the entire fuel injection amount.

6-7. (Canceled)

8. (Currently amended) The method as claimed in claim 1, ~~characterized in that the~~ wherein a fuel injection nozzle is embodied as an injection nozzle which opens to the ~~outside, in~~ outside so that ~~[[the]]~~ fuel from the fuel injection nozzle is injected in the form of a hollow cone.

9. (Currently amended) The method as claimed in ~~claim 1, characterized in that~~ claim 8, wherein a toroidal fuel/air mixture eddy is formed at the end of the ~~injected fuel~~ hollow cone in such a way that ~~[[the]]~~ electrodes of a spark plug ~~which are~~ arranged outside a generated surface of the ~~injected~~ hollow cone are in contact with the toroidal ~~and ignitable~~ fuel/air mixture eddy.

10. (Currently amended) The method as claimed in ~~claim 1, characterized in that the~~ claim 8, wherein a control device of the fuel injection nozzle is driven piezoelectrically.